

## VI. CONCLUSION

The workshops finished in a very different place than originally planned or expected. Since the formation of FAST in 1996, the program has been extremely successful in implementing its Phase I and II projects. Rather than leaping ahead to a FAST Phase III, participants insisted that reaching the vital goals emphasized in Phases I and II remains the highest priority. The workshop participants voiced the advantages of steady progress, manageable scope, and communicating a clear message of making freight projects happen, in order to address the multiple issues currently facing the FAST partners.

In spite of the focus on the current state of considerations such as international market share, national competitiveness, and the ever-changing landscape of federal funding for freight projects, there is nothing to suggest that the FAST partners lack vision or are shying away from the facing the great challenges to freight mobility in the state. The development of long-term strategies for ensuring freight project funding is one example of this. From the scope of the discussions in these workshops, it is clear the FAST partners do indeed think big – for FAST, for freight, for the future.



*Photo courtesy Kent Christopher, Port of Seattle*